

1620

No. 1620 Survey held at Sunderland Date April 1840.  
 on the S<sup>th</sup> "William & James" Master Jat. Clarke  
 Tonnage old 278 new 295 Built at Sunderland When built 1840  
 By whom built James Carr Owners W & J Micklam  
 Port belonging to London Destined Voyage Bathurst  
 If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.
	91	9		26	6		16	9

Scantlings of Timber.					Thickness of Plank.				
		Inches.		Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Timber and Space	each	12				Keel to Bilge	3	Foot Waling	4½
Floors	sided	12	Moulded	12	10	Bilge Planks	4½	Bilge Planks	4
1 <sup>st</sup> Foothooks	"	9:10	"	9		Bilge to Wales	3	Ceiling in Flat	2½
2 <sup>nd</sup> Ditto	"	8:9	"	8		Wales	4½	Ditto Bilge to Clamp	2½
3 <sup>rd</sup> Ditto	"	8	"	7		Topsides	2½	Hold Beam Clamps	4
Top Timbers	"	7	"	5		Sheer Strakes	3	Deck Beam Ditto	3:2½
Deck Beams	N <sup>o</sup> . of 21 - full	9	"	9	5	Plank Sheers	3	Ceiling 'twixt Decks	2
Hold Beams	N <sup>o</sup> . of 13	11½	"	11½	8½	Water-Ways	6:3	Hold Beam Shelves	12 by 5
Keel	"	11	"	9½		Upper Deck	3	Deck Beam Ditto	
Kelsons	"	11	"	28					

<b>Copper.</b>			<b>Size of Bolts in Fastenings.</b>			<b>Iron.</b>		
Heel-Knee, and Dead Wood abaft	C	1/8	<b>Copper.</b>					
Scarp of Keel	N <sup>o</sup> . SC	3/4	Bolts thro' the Bilge and Foot Waling	C	3/4	Hold Beam		7/8
Floor Timber Bolts	C	7/8	Butt End Bolts	C	5/8	Deck Beam		13/16
Kelson ditto	C	1/8	Lower Pintle of the Rudder	C	23/4			
Transoms and throats of Hooks	C	7/8				same in Iron above the Copper		
Arms of Hooks	C	7/8						

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 3 Inches. The Space between the Top-timbers is 4 to 5 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are gently free from all defects.

The Floors and first Foothooks are composed of English & French Oak Timber.

The other Foothooks and Top Timbers of English Oak.

The Shifts of the first and second Foothooks are not less than 3/4 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are sufficient.

The Frame is gently fair squared from the first Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is generally well square.

The alternate Frames are not bolted together. Every 4<sup>th</sup> N. B. If not, state how bolted. to 2<sup>d</sup> heads.

The Butts of the Timbers are all close together; their thickness not less than 1/6 of the entire moulding at that place.

The Frame is Cross chocked with no Butt at each end of the chock.

The Main Kelson is composed of Amer<sup>en</sup> Oak and the False Kelson of Amer<sup>en</sup> Oak.

The Scarphs of the Kelsons are not less than 8 feet 0 inches.

The Deck and Hold Beams are composed of English Oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Amer<sup>en</sup> Elm.

From the first Foothook Heads to the Light Water Mark of Amer<sup>en</sup> Oak.

From the Light Water Mark to the Wales of Danz<sup>en</sup> in midships: Ends English & Foreign Oak.

The Wales and Black-strakes are of English & African Oak The Topsides of English Oak.

The Sheer-strakes and Plank-sheers of English Oak The Water-ways of Pitch Pine; Oak round Bow.

The Decks of Yellow Pine State of \_\_\_\_\_

The Shifts of the Planking are not less than gently 5 Feet \_\_\_\_\_ Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought 2 and 3 mostly 2 between

**Planking Inside.**—The Limber-strakes are composed of Amer<sup>en</sup> Oak the Bilge Planks of Amer<sup>en</sup> Oak.

The Ceiling, Lower Hold, of Memel & English Oak Between Decks of English Oak.

Shelf Pieces of Danz<sup>en</sup> Oak Clamps of Danz<sup>en</sup> Oak.

**Fastenings.**—To Hold Beams Iron Nettle round one Timber, Stringer on Top and 10 Iron Nines each side below.

Deck Beams Double Wood Nines, and 16 Iron Nines each side below.

Number of Breasthooks Five Pointers one pair One Iron Crutches & 1 Wood & 1 Iron Transom Nines each side 3

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling is bolted through and clenched.

General Quality of Workmanship Good throughout.

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name \_\_\_\_\_  
 Surveyor's Name John Beuntun



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Foundation

SLS926-0016



Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	200	Chain .....	1 1/2	3	Bower, 13 - 12 1/2 - 12 1/4
1	Fore Top Sails,	75	Hempen Stream Cable .....	7 3/4	1	Stream, 4 1/2
2	Fore Topmast Stay Sails,	60	Hawser .....	13 1/6	1	Kedge, 13 1/4
1	Main Sails,	80	Towlines .....	5 1/2		
2	Main Top Sails,	2	Warps .. each 30 fms. ....	4 1/2 - 3 1/2		
and <u>well found in other sails</u>			All of <u>good</u> quality.			

Her Standing and Running Rigging Keel sufficient in size and good in quality.

She has One Long Boat and Stiff

The present state of the Windlass is up Capstan which is up and Rudder which is up  
with Ratchet function

**General Remarks—Statement and Date of Repairs.**

Frame all by Oak except a part of the Floor Timbers are of French Oak  
all of good scantling and generally good in quality, fairly brought. Stepped and  
shifted throughout. a few of the Top Timbers and Floor run way and Saffy  
but on the whole the Frame is fairly and sufficiently square for the (Clap) attachment  
except the Horse Timbers being Saffy Squared Beams, Knee Hooks all of fair  
scantling and quality, and jolly fairly square

Quality of planking both outside and inside all sound and good  
well seasoned. Generally well brought and shifted and free from sap. Trunk of Oak

upper and Lower Deck Beams. Knee. Hook, &c. all well and securely fastened

(Commenced building in Sept. 1839 launched April 1840 was launched)  
a follow 18: 2' 4" 11' 3"

The general appearance is Fair and Substantial. Fastenings very good

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 9 A.S.

The Amount of the Fee.....£ 3 : 3 : 0 is received by me,  
Special .....£ : :

John Branton

Committee's Minute 18th April 1840

Character assigned A 1 for 9 years



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